

## INTERSTATE 10 – PINAL REGIONAL TRANSPORTATION PROFILE

Contract T0449P0001  
Purchase Order PG KG2999  
Task Assignment TPD05-07

### TECHNICAL ADVISORY COMMITTEE MEETING NO. 2

August 28, 2007  
Central Arizona College  
Room M101

10:00 a.m. – 12:00 p.m.

### ATTENDANCE

Alton Bruce, *City of Coolidge*  
Keith Brann, *Town of Marana*  
Craig Civalier, *Town of Oro Valley*  
Javier Gurrola, *ADOT Pre-design*  
Mark Thompson, *Town of Florence*  
Ed Stillings, *FHWA*  
Robert Young, *Pima County DOT*  
Paul Patane, *ADOT Yuma District*  
Karen Whitlock, *ADOT*  
Bill Leister, *CAAG*

Rick Powers, *ADOT Globe District*  
Richard Haddow, *ADOT Globe District*  
Calvin Touchin, *GRIC*  
Doug Hansen, *Pinal County*  
Andy Smith, *Pinal County*  
Ed Stillings, *FHWA*  
Don Freeman, *PAG*  
Javier Gurrola, *ADOT Pre-Design*  
Dianne Kresich, *ADOT (ADOT Project Manager)*

### Consultant Staff in Attendance

Dave Perkins, *Kimley-Horn & Associates, Inc.*  
Brent Crowther, *Kimley-Horn & Associates, Inc.*  
Pete Lima, *Lima and Associates, Inc.*  
Angie Brown, *Gordley Design Group*

### MEETING SUMMARY

A Technical Advisory Committee Meeting of the Interstate 10 – Pinal Regional Transportation Profile was held on August 28, 2007 at the Central Arizona College, Room M101 in Coolidge, Arizona. The meeting began at 10:00 a.m. p.m. and adjourned at 12:00 p.m.

Dianne Kresich opened the meeting and thanked all for their attendance. Agenda items included an update of ADOT Regional Transportation Profiles, CAAG population

projections, public involvement, new corridors alternatives, needs assessment analysis tools and criteria, preliminary findings, and a round table discussion.

The following are key points for each agenda item that were discussed during the meeting.

### **Welcome and Introductions**

1. Update of Regional Transportation Profiles: Dianne stated that this study is a sub-study to the Pinal I-10 Regional Transportation Profile. She stated that the RTPs have been placed on hold, with exception to the Corridor Definition Study. She understands that a decision will be made regarding the status of the RTPs in the near future.
2. Bill Leister distributed build-out population estimates that have been developed for the Hidden Valley study area.
3. North-South Corridor DCR / US 60 Alignment Study / Williams Gateway DCR: The North-South corridor study will be started by July 1, 2008. It will be advertised as soon as the alternatives selection report is complete for the Williams Gateway DCR. The limits of the North-South DCR could extend from I-10 near Eloy north to the Williams Gateway Freeway.

### **Public Involvement**

4. Two locations for public open house meetings are being considered: Florence Town Hall, and Marana Complex. Dianne stated that the open house meeting would include a presentation followed by an opportunity for the public to view displays. Gordley Design will be making final arrangements for public open house meeting locations.
5. Karen Whitlock asked what information will be presented at the public open houses. Dianne Kresich stated that the information being presented to the TAC today would be presented at the public open house meeting. Karen Whitlock stated that there is so much work underway along the I-10 corridor that another public open house meeting could be readily confused with the numerous other on-going studies. It is very important that we clarify that the study recommendations that are being presented at the public meeting are very long-term (potentially beyond 2030), and to segregate the public open house meeting from the many others that are being conducted.
6. Public open house meetings will tentatively be scheduled for late October or early November.

### **New Corridors Alternatives**

7. Dave Perkins stated that new corridors that are being identified and analyzed in this study all fall within the study area defined by ADOT.
8. Dave Perkins presented a graphic of new corridors alternatives that are subsequently undergoing modeling. Refer to PowerPoint presentation for a graphic of the new corridors alternatives. New corridors alternatives include:
  - a. North-south corridor extension to south of I-10
  - b. I-8 Extension



- c. Florence Loop to Avra Valley Freeway
  - d. SR-79 Freeway
  - e. Park-Link Freeway
  - f. Tangerine Freeway
  - g. Marana/Tangerine to SR-79 Freeway
  - h. Oracle to Florence Junction Parkway/Freeway
  - i. Western Parallel Freeway
  - j. Tangerine Road Extension to Avra Valley Freeway
  - k. SR-77 Reliever
9. Dave Perkins stated that the first step to identifying new corridors alternatives was to consider stakeholder and jurisdiction input provided at stakeholder meetings, as well as recommendations from other on-going studies.
10. The recommendations from the I-10 Design Concept Report were considered in alternatives development. The I-10 DCR identifies I-10 as a ten lane facility (five lanes in each direction). The I-10 DCR also identified a need for new parallel corridors both east and west of I-10.
11. Andy Smith asked if the I-8 extension would go even further east, pending the results of the I-10 bypass study. Dave Perkins stated that ADOT instructed the study team to focus on new corridors solely within our study area, and to not consider the I-10 bypass study. Dianne stated that she is hopeful that additional communication and coordination will occur with the I-10 bypass study in the near future.
12. Don Freeman asked if the Oracle to Florence Junction Freeway should connect to Oracle Junction, rather than to the community of Oracle.

### **Needs Assessment Analysis Tools and Criteria**

13. Dave Perkins provided an overview of analysis tools that were considered for utilization during the needs assessment. These are the (1) Build-out model (2) Pinal SATS model, and (3) I-10 DCR model. The following considerations led to selection of a modified I-10 DCR model as the needs analysis tool:
- a. The build-out model would not provide enough sensitivity to new corridors alternatives. Build-out modeling demonstrated that any new corridor that is provided would load because of the lack of arterial facilities.
  - b. Concerns were identified with the Pinal County SATS 2030 model for application to this study because of the added complexity of dealing with two regions (Pinal County and Pima County). Additional model development would be required to adequately address external stations and interaction with Pima County / PAG model.
  - c. Concerns associated with the I-10 Design Concept Report 2030 model included the high traffic volumes projected on I-10 and parallel corridors. Minor modifications were made to the model that resulted in decreased inter-county traffic volumes. Consequently, the modified I-10 DCR model was selected as the analysis tool for this study.

14. Dave Perkins reviewed needs criteria that will be utilized in the needs analysis. New corridors must demonstrate that they attract trips, are regional in nature, divert trips from congested routes and state highways, supplement local agency transportation plans, reflect jurisdiction and agency visions, and address local travel demand (within the study area).
15. The basic approach that will be followed for the needs analysis is: (1) review traffic volumes for 2030 base network and new corridors scenarios (2) evaluate performance of new corridors alternatives (3) consider build-out needs in the study area.

### **Roundtable Discussion**

16. Keith Brann stated that the Town of Marana would prefer to see a corridor shifted further to the north-west rather than intersect at Tangerine Road. Keith Brann stated that a future north-south corridor could tie to the Villages at Tortolitas. The Town would not want a future corridor to connect at Tangerine Road.
17. Stakeholders stated that the SR-79 corridor is currently a pristine corridor. Environmental considerations will be significant. They also stated that the beauty of the area will be a draw to future development.
18. The SR-77 / Oracle Road reliever will need to avoid the La Cholla Airpark and the planned Tortolita Mountains Preserve.
19. Keith Brann stated that the Town of Marana would not agree to a new corridor being constructed through high-end development areas such as Saguaro Ranch and Canyon Pass.
20. Town of Marana is considering a north-east area impact study that could provide funding for improvements to Tangerine Road. The Town envisions that Tangerine Road will be an eight lane roadway near the I-10 interchange, transition to 6 lanes to Dove Mountain Blvd, and then continue as a four lane roadway to match the current four lane cross section in Oro Valley.
21. The Western Parallel corridor makes sense from a build-out perspective, providing a parallel reliever facility to I-10. Over the next week, Kimley-Horn will be performing additional refinements of the travel demand model to further investigate the need for the Western Parallel Freeway. Additional information will be provided to the TAC.
22. Keith Brann stated that in recent discussions ADOT has expressed a strong desire to see Tangerine Road extended to the southwest.
23. It will be important to coordinate further with the MAG Hidden Valley Study, particularly in the western end of the study area.